



**Merenkululaitos**

Merenkululaitoksen

# **TIEDOTUSLEHTI**

10/23.9.2005

## **ALUKSESTA ENNEN SATAMAAN SAAPUMISTA ANNETTAVAT TURVATOIMIIN LIITTYVÄT TIEDOT**

Merenkululaitos on 16.9.2005 antanut uudet määräykset aluksesta ennen satamaan saapumista annettavista turvatoimiin liittyvistä tiedoista. Määräykset liittyvät eräiden alusten ja niitä palvelevien satamarakenteiden turvatoimista ja turvatoimien valvonnasta annettuun lakiin (485/2004) ja SOLAS-yleissopimuksen XI-2 lukuun. Määräykset tulevat voimaan 1.10.2005 ja niillä kumotaan 31.8.2004 annetut vastaavat määräykset.

Uusien määräysten mukaan alus tai sen valtuuttama edustaja toimittaa turvatoimiin liittyvät alusta koskevat ennakkoon annettavat tiedot Portnet-järjestelmään. Jos tietojen vieminen Portnet-järjestelmään ei ole mahdollista, ne voidaan toimittaa faksilla tai sähköisessä muodossa Merenkululaitoksen rannikkoradioasemalle Turku Radioon.

Turvatoimiin liittyvät ennakkoon annettavat tiedot on 1.10.2005 lukien annettava myös aluksista, joiden bruttovetoisuus on yhtenäistä aluksenmittausjärjestelmää koskevan vuoden 1947 kansainvälisen sopimuksen (Oslo-sopimus) mukaan mitattuna alle 500, mutta vuoden 1969 kansainvälisen aluksenmittausyleissopimuksen (SopS 31/1982) mukaan mitattuna 500 tai sitä suurempi. ISPS-säännöstö tulee kokonaisuudessaan koskemaan näitä aluksia 1.7.2008 lähtien.

Lisäksi määräysten 2 § on täsmennetty vastaamaan sisällöltään 14 päivänä joulukuuta 2004 annettua Kansainvälisen merenkulkujärjestön (IMO) meriturvallisuuskomitean kiertokirjettä 1130.

Jos alus noudattaa Tullihallituksen 1 päivänä syyskuuta 2003 antamien kaupallisen ulkomaanalusliikenteen ilmoitusmenettelyä ja uusien IMO:n FAL-lomakkeiden käyttöönottoa koskevien määräysten (Dnro 155/010/03) mukaista kirjallista ilmoitusmenettelyä, luovutetaan miehistö- ja matkustajaluettelot edellä mainittujen määräysten mukaisesti.

Tulli hoitaa aluksen turvatodistuksen tietojen tarkastuksen ja ilmoittaa tarkastuksessa ilmevät mahdolliset poikkeamat tai puutteet Merenkululaitokselle.

Oheisena ovat Merenkululaitoksen uudet määräykset liitteineen sekä IMO:n meriturvallisuuskomitean kiertokirje 1130.

Tämä tiedotuslehti on saatavissa myös englanninkielisenä verkko-osoitteessa [www.fma.fi](http://www.fma.fi).

Meriturvallisuusjohtaja

Paavo Wihuri

Toimistopäällikkö

Pekka Korhonen

Asiaa koskevat tiedustelut:

Merenkulun tarkastusyksikkö

Tämä tiedotuslehti  
korvaa tiedotuslehden:

16/31.8.2004

**MERENKULKULAITOS****MÄÄRÄYS****Antopäivä: 16.9.2005****Dnro: 1519/30/2005**

Sisältöalue:	Aluksesta ennen satamaan saapumista annettavat turvatoimiin liittyvät tiedot
Säädösperusta:	Laki eräiden alusten ja niitä palvelevien satamarakenteiden turvatoimista ja turvatoimien valvonnasta (485/2004) 13 §
Voimassaoloaika:	1.10.2005 - toistaiseksi
Kumooa määräyksen:	Merenkulkulaitoksen määräykset aluksesta ennen satamaan saapumista annettavista turvatiedoista 30.8.2004 Dnro1893/30/2004

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**MERENKULKULAITOKSEN MÄÄRÄYKSET  
ALUKSESTA ENNEN SATAMAAN SAAPUMISTA ANNETTAVISTA  
TURVATOIMIIN LIITTYVISTÄ TIEDOISTA**

Annettu Helsingissä 16 päivänä syyskuuta 2005

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Merenkulkulaitos on päättänyt eräiden alusten ja niitä palvelevien satamarakenteiden turvatoimista ja turvatoimien valvonnasta annetun lain (485/2004) 13 §:n nojalla:

1 §

Näissä määräyksissä tarkoitetaan SOLAS-yleissopimuksella vuoden 1974 kansainvälistä yleissopimusta ihmishengen turvallisuudesta merellä (SopS 11/1981), sellaisena kuin se on muutettuna ja Suomessa täytäntöön pantuna.

2 §

Aluksen, johon sovelletaan SOLAS-yleissopimusta ja ISPS-säännöstöä sekä myös aluksen, jonka bruttovetoisuus on 500 tai sitä suurempi vuoden 1969 kansainvälisen aluksenmittausyleissopimuksen (SopS 31/1982) mukaan mitattuna ja joka aikoo kansainvälisessä liikenteessä saapua Suomen satamaan, on jäljempänä määrättyllä tavalla ilmoitettava:

- 1) aluksen nimi, IMO-numero, kotisatama, lippuvaltio, aluksen tyyppi, tunnuskirjaimet, yhteystiedot, bruttovetoisuus, laivayhtiö ja sen turvapäällikön yhteystiedot;
- 2) aluksen käyntisatama ja satamarakenteen nimi, jos se on tiedossa ja arvioitu satamaan tuloaika sekä satamassa käynnin tarkoitus;
- 3) onko aluksella voimassaoleva tai väliaikaisesti voimassaoleva kansainvälinen turvatodistus ja jos on, turvatodistuksen antanut toimivaltainen elin ja turvatodistuksen viimeinen voimassaolopäivä, tai mikäli turvatodistusta ei ole, selvitettävä syy sen puuttumiseen;
- 4) onko aluksella hyväksytty turvasuunnitelma;

- 5) aluksen sen hetkinen noudattama turvataso sekä aluksen sijainti ilmoituksen laatimishetkellä;
- 6) aikajärjestyksessä kymmenen viimeistä satamarakennetta, joissa alus on käynyt sekä aluksen niissä noudattama turvataso;
- 7) hyväksytyn turvasuunnitelman mukaisten toimenpiteiden lisäksi toteutetut erityiset tai lisäturvatoimenpiteet, joihin alus on ryhtynyt 6 kohdassa tarkoitettuna aikana, jolloin sillä on ollut aluksen ja sataman vuorovaikutusta;
- 8) edellä 6 kohdan tarkoittaman ajanjakson ajalta tapahtumat, jolloin aluksella on ollut vuorovaikutusta toisen aluksen kanssa sekä aluksen sijainti kyseisenä ajankohtana;
- 9) onko hyväksytyn turvasuunnitelman mukaisia turvatoimia ylläpidetty alusten välisessä toiminnassa tai jos näin ei ole, selvitettävä, mitkä turvatoimet jätettiin tekemättä ja mitkä turvatoimet tehtiin tekemättä jätettyjen turvatoimien sijasta;
- 10) yleiskuvaus lastista ja tiedot aluksessa olevista vaarallisista aineista;
- 11) että aluksella on miehistö- ja matkustajaluettelo;
- 12) mahdolliset muut turvatoimiin vaikuttavat asiat;
- 13) aluksen valtuutetun edustajan yhteystiedot määräsatamassa; sekä
- 14) ilmoituksen tekijän nimi ja tehtävä sekä ilmoituksen teon paikka, päivämäärä ja kellonaika.

### 3 §

Edellä 2 §:ssä mainitut turvatoimiin liittyvät tiedot on toimitettava jokaiseen satamakäyntiin liittyen.

### 4 §

Aluksen tai sen valtuutetun edustajan on vietävä 2 §:ssä mainitut liitteen 1 mukaisen lomakkeen tiedot valtakunnalliseen Portnet-järjestelmään Merenkululaitoksen käyttöön ja muiden toimivaltaisten viranomaisten saataville:

- a) vähintään 24 tuntia etukäteen; tai
- b) viimeistään silloin, kun alus lähtee edellisestä satamasta, jos matkan kesto on alle 24 tuntia; tai
- c) jos käyntisatama ei ole tiedossa tai jos se muuttuu matkan aikana, heti kun se tiedetään.

Jos tietojen vieminen Portnet-järjestelmään ei ole mahdollista 1 momentissa mainitussa määräajassa, aluksen tai sen valtuutetun edustajan on toimitettava tiedot faksilla tai sähköisessä muodossa Merenkululaitoksen rannikkoradioasemalle Turku Radioon, joka vie tarvittavat tiedot Portnet-järjestelmään ja välittää ne edelleen asianomaiselle viranomaiselle.

Turku Radion yhteystiedot:	Puhelin	+358 204 48 6400
	Faksi	+358 204 48 6533
	Sähköposti	<a href="mailto:turku.radio@fma.fi">turku.radio@fma.fi</a>

tai suoraan Turku Radion työskentelytaajuuksilla.

## 5 §

Edellä 2 §:ssä mainituissa tiedoissa ilmenevät poikkeamat tai puutteet on aina ilmoitettava Turku Radioon.

## 6 §

Jos alus toimittaa vaarallisten aineiden luettelon vaarallisten tai merta pilaavien aineiden aluskuljetuksiin liittyvistä ilmoitusvelvollisuuksista annetun asetuksen (869/1994) 4 §:n mukaisesti saapuessaan Euroopan talousalueen ulkopuolelta, näiden määräysten mukaista vaarallisten aineiden ilmoitusta ei tarvitse tehdä.

## 7 §

Nämä määräykset tulevat voimaan 1 päivänä lokakuuta 2005.

Näillä määräyksillä kumotaan Merenkululaitoksen 30 päivänä elokuuta 2004 antamat määräykset aluksesta ennen satamaan saapumista annettavista turvatiedoista (Dnro 1893/30/2004).

Helsingissä 16 päivänä syyskuuta 2005

Pääjohtaja

Markku Mylly

Meriturvallisuusjohtaja

Paavo Wihuri



**SHIP PRE-ARRIVAL SECURITY INFORMATION FORM**  
FOR ALL SHIPS PRIOR TO ENTRY INTO PORT  
(SOLAS REGULATION XI-2/9)

**TO BE SUBMITTED TO THE COMPETENT AUTHORITY FOR MARITIME SECURITY OF  
THE PORT OF ARRIVAL**

<i>Particulars of the ship and contact details</i>							
IMO number		Name of ship					
Port of registry		Flag State					
Type of ship		Call Sign					
Gross Tonnage		Inmarsat call numbers (if available)					
Name of Company		CSO name & 24 hour contact details					
Port of arrival		Port facility of arrival (if known)					
<i>Port and port facility information</i>							
Expected date and time of arrival of the ship in port (ETA)							
Primary purpose of call							
<i>Information required by SOLAS regulation XI-2/9.2.1</i>							
Does the ship have a valid International Ship Security Certificate (ISSC)?	YES	IISSC		NO – why not?	Issued by (name of Administration or RSO)		Expiry date (dd/mm/yyyy)
Does the ship have an approved SSP on board?	YES	NO	Security Level at which the ship is currently operating?	<u>Security Level 1</u>	<u>Security Level 2</u>	<u>Security Level 3</u>	
Location of ship at the time this report is made							
List the last ten calls at port facilities in chronological order (most recent call first):							
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Port	Country	UNLOCODE (if available)	Port facility	Security Level
1							SL=
2							SL=
3							SL=
4							SL=
5							SL=
6							SL=
7							SL=
8							SL=
9							SL=
10							SL=
Did the ship take any special or additional security measures, beyond those in the approved SSP?						YES	NO
If the answer is YES, indicate below the special or additional security measures taken by the ship.							
No. (as above)	Special or additional security measures taken by the ship						
1							
2							
3							

4						
5						
6						
7						
8						
9						
10						
List the ship-to-ship activities, in chronological order (most recent first), which have been carried out during the period of the last ten calls at port facilities listed above. Expand table below or continue on separate page if necessary – insert total number of ship-to-ship activities:						
Have the ship security procedures specified in the approved SSP been maintained during each of these ship-to-ship activities?					YES	NO
If NO, provide details of the security measures applied in lieu in the final column below.						
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Location or Longitude and Latitude	Ship-to-ship activity	Security measures applied in lieu	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
General description of the cargo aboard the ship						
Is the ship carrying any dangerous substances as cargo covered by any of Classes 1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 or 8 of the IMDG Code?			YES	NO	If YES, confirm Dangerous Goods Manifest (or relevant extract) is attached	
Confirm a copy of ship's crew list is attached			YES	Confirm a copy of the ship's passenger list is attached		YES
<b>Other security- related information</b>						
Is there any security-related matter you wish to report?		YES	Provide details:			NO
<b>Agent of ship at intended port of arrival</b>						
Name:			Contact details (Tel.no.):			
<b>Identification of person providing the information</b>						
Title or Position (delete as appropriate): Master/SSO/CSO/Ship's agent (as above)			Name:		Signature:	
Date/Time/Place of completion of report						



**ANNEX****GUIDANCE TO MASTERS, COMPANIES AND DULY AUTHORIZED OFFICERS  
ON THE REQUIREMENTS RELATING TO THE SUBMISSION OF  
SECURITY-RELATED INFORMATION  
PRIOR TO THE ENTRY OF A SHIP INTO PORT****PURPOSE**

1 The purpose of this Guidance is to provide a standard data set of security-related information a ship might expect to provide prior to entry into port. In addition, this Guidance, in an effort to clarify the requirements of SOLAS regulation XI-2/9 on Control and compliance measures and taking into account the guidance provided in part B of the ISPS Code, cites the salient provisions of SOLAS regulation XI-2/9 and of paragraphs B/4.37 to B/4.40 of the ISPS Code.

**CONTROL AND COMPLIANCE MEASURES**

2 SOLAS regulation XI-2/9 describes the control and compliance measures applicable to ships to which SOLAS chapter XI-2 applies. It is divided into three distinct sections: control of ships already in port; control of ships intending to enter a port of another SOLAS Contracting Government (Contracting Government); and additional provisions applicable to both situations.

3 SOLAS regulation XI-2/9 should always be read in association with the guidance provided in paragraphs B/4.29 to B/4.40 of the ISPS Code and resolution MSC.159(78) on Interim guidance on control and compliance measures to enhance maritime security.

**THE REQUIREMENT TO SUBMIT INFORMATION PRIOR TO ENTRY INTO PORT AND THE  
CONSEQUENCES OF FAILING TO DO SO**

4 SOLAS regulation XI-2/9.2.2 requires every ship to which SOLAS chapter XI-2 applies intending to enter the port of another Contracting Government to provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the officers duly authorized by that Government. The master may decline to provide such information on the understanding that failure to do so may result in denial of entry into port.

5 Paragraph B/4.40 of the ISPS Code states that SOLAS regulation XI-2/9.2.5 allows the master of a ship, upon being informed that the coastal or port State will implement control measures under SOLAS regulation XI-2/9.2, to withdraw the intention for the ship to enter port. If the master withdraws that intention, SOLAS regulation XI-2/9 no longer applies, and any other steps that are taken must be based on, and consistent with, international law.

**THE STANDARD DATA SET OF SECURITY-RELATED INFORMATION**

6 The appendix to this Guidance provides the standard data set of security-related information a ship might be expected to submit prior to entry into port.



7 The development of the standard data set of security-related information should not be construed as preventing any Contracting Government from seeking the submission of information supplementary to that contained in the standard data set, or requiring additional information as a condition for entry into a port located within its territory.

8 In addition, the development of the standard data set of security-related information should not be construed as preventing any Contracting Government or any duly authorized officer from seeking, at any stage during the stay of the ship within port, documentary or other evidence to validate or verify the information submitted or from taking any control measures or steps against the ship pursuant to the provision of SOLAS regulation XI-2/9 during the exercise of any control and compliance measures. In this respect it is noted that SOLAS regulation XI-2/9.2.1 provides that, if requested by the Contracting Government, the ship or the Company shall provide confirmation, acceptable to that Contracting Government, of the information required.

#### **WHO SHOULD SUBMIT THE INFORMATION, TO WHOM, WHEN AND HOW**

9 The information described in SOLAS regulation XI-2/9.2.1 should be submitted by the master of the ship. However, the Ship Security Officer and the Company Security Officer may submit the information on behalf of the master. In addition, the Agent of the ship at the port where the ship seeks entry may, under the expressed authority of the master, also submit the information on behalf of the master.

10 Contracting Governments are expected to advise Companies and ships to whom, including the relevant contact details, the security-related information is to be sent.

11 As indicated above, SOLAS regulation XI-2/9.2.2 requires every ship to which SOLAS chapter XI-2 applies intending to enter the port of another Contracting Government to provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the officers duly authorized by that Government. However it is understood that a number of Contracting Governments have established national requirements which require every ship intending to enter their ports to provide such information. In such cases duly authorized officers do not make individual requests to ships for the submission of information. Those Contracting Governments who have established such practices are expected to advise Companies and ships on the standing requirements in place.

12 Contracting Governments should consider establishing either central or regional points of contact, or other means of providing up to date information on the submission of security-related information. The existence of such contact points should be publicized.

13 Unless a Contracting Government has established a different time period prior to the arrival of the ship in port for the submission of the required information the recommended default minimum period for the submission of such information is not to be less than 24 hours prior to the expected entry of the ship into port.

14 The information described in SOLAS regulation XI-2/9.2.1 and the standard data set of the security-related information set in the appendix may be submitted in an electronic format. In such a case it is understood that the submission will not bear the signature of the person submitting the information unless a secure form of electronic signatures is available.

**OTHER SECURITY-RELATED INFORMATION WHICH MAY BE REQUIRED**

15 SOLAS regulation XI-2/9.2.1.6 allows Contracting Governments to seek the submission of other practical security-related information (but not details of the ship security plan), taking into account the guidance given in part B of the ISPS Code (paragraph B/4.39 of the ISPS Code). SOLAS regulation XI-2/5 is one of the examples of practical security related information cited in paragraph B/4.39 of the ISPS Code.

16 SOLAS regulation XI-2/5 requires the Company to ensure that the master has available on board, at all times, information through which officers duly authorised by a Contracting Government can establish:

- .1 who is responsible for appointing the members of the crew or other persons currently employed or engaged on board the ship in any capacity on the business of that ship;
- .2 who is responsible for deciding the employment of the ship; and
- .3 in cases where the ship is employed under the terms of charter party(ies), who are the parties to such charter party(ies).

17 SOLAS regulation XI-2/5 should always be read in association with the provisions of paragraphs B/6.1 to B/6.8 of the ISPS Code.

## APPENDIX

### STANDARD DATA SET OF SECURITY-RELATED INFORMATION

#### 1 *Particulars of the ship and contact details*

- 1.1 IMO Number<sup>1,2</sup>
- 1.2 Name of ship<sup>1,2</sup>
- 1.3 Port of registry<sup>1,2</sup>
- 1.4 Flag State<sup>1,2</sup>
- 1.5 Type of ship<sup>1</sup>
- 1.6 Call Sign
- 1.7 Inmarsat call numbers<sup>3</sup>
- 1.8 Gross Tonnage<sup>1</sup>
- 1.9 Name of Company<sup>1,2</sup>
- 1.10 Name and 24-hour contact details of the Company Security Officer<sup>4</sup>

#### 2 *Port and port facility information*

- 2.1 Port of arrival and port facility where the ship is to berth, if known
- 2.2 Expected date and time of arrival of the ship in port (*paragraph B/4.39.3 of the ISPS Code*)
- 2.3 Primary purpose of call

#### 3 *Information required by SOLAS regulation XI-2/9.2.1*

- 3.1 The ship is provided (*SOLAS regulation 9.2.1.1*) with a valid:
  - International Ship Security Certificate ☐ Yes ☐ No
  - Interim International Ship Security Certificate ☐ Yes ☐ No
- 3.1.1 The certificate indicated in 3.1 has been issued by *<enter name of the Contracting Government<sup>1,2</sup> or the Recognized Security Organization<sup>1,2</sup>>* and which expires on *<enter date of expiry<sup>1</sup>>*.
- 3.1.2 If the ship is not provided with a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate, explain why?
  - 3.1.2.1 Does the ship have an approved ship security plan on board? ☐ Yes ☐ No
- 3.2 Current security level (*SOLAS regulation XI-2/9.2.1.2*): ☐
- 3.2.1 Location of the ship at the time the report is made (*paragraph B/4.39.2 of the ISPS Code*)



- 3.3 List the last ten calls, in chronological order with the most recent call first, at port facilities at which the ship conducted ship/port interface<sup>5</sup> together with the security level at which the ship operated (*SOLAS regulation XI-2/9.2.1.3*):

No.	Date		Port, Country, Port Facility and UNLOCODE <sup>3</sup>	Security level
	From <sup>6</sup>	To <sup>6</sup>		

- 3.3.1 Did the ship, during the period specified 3.3, take any special or additional security measures, beyond those specified in the approved ship security plan? ☐ Yes ☐ No

- 3.3.2 If the answer to 3.3.1 is YES, for each of such occasions please indicate the special or additional security measures which were taken by the ship (*SOLAS regulation XI-2/9.2.1.4*):

No.	Date		Port, Country, Port Facility and UNLOCODE <sup>3</sup>	Special or additional security measures
	From <sup>6</sup>	To <sup>6</sup>		

- 3.4 List the ship-to-ship activities<sup>7</sup>, in chronological order with the most recent ship-to-ship activity first, which have been carried out during the period specified in 3.3:

☐ Not applicable

No.	Date		Location or Latitude and Longitude	Ship-to-ship activity
	From <sup>6</sup>	To <sup>6</sup>		

- 3.4.1 Have the ship security procedures, specified in the approved ship security plan, been maintained during each of the ship-to-ship activities specified in 3.4 (*SOLAS regulation XI-2/9.2.1.5*)? ☐ Yes ☐ No

- 3.4.2 If the answer to 3.4.1 is NO, identify the ship-to-ship activities for which the ship security procedures were not maintained and indicate, for each, the security measures which were applied in lieu:

No.	Date		Security measures applied	Ship-to-ship activity
	From <sup>6</sup>	To <sup>6</sup>		

- 3.5 Provide a general description of cargo aboard the ship (*SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.5 of the ISPS Code*):

- 3.5.1 Is the ship carrying any dangerous substances<sup>8</sup> as cargo? ☐ Yes ☐ No

- 3.5.2 If the answer to 3.5.1 is YES, provide details or attach a copy of the Dangerous Goods Manifest (IMO FAL Form 7)



3.6 A copy of the ship's Crew List (IMO FAL Form 5) is attached ☐  
(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.4 of the ISPS Code)

3.7 A copy of the ship's Passenger List (IMO FAL Form 6) is attached ☐  
(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.6 of the ISPS Code)

**4 Other security-related information**

4.1 Is there any security-related matter you wish to report? ☐ Yes ☐ No

4.1.1 If the answer to 4.1 is YES, provide details<sup>9</sup>

**5 Agent of the ship at the intended port of arrival**

5.1 Name and contact details (telephone number) of the agent of the ship at the intended port of arrival:

**6 Identification of the person providing the information**

6.1 Name:

6.2 Title or position<sup>10</sup>:

6.3 Signature:

This report is dated at <enter place> on <enter time and date>.

### EXPLANATORY NOTES

- 1 As appearing on the ship's International Ship Security Certificate or the ship's Interim International Ship Security Certificate.
- 2 If a copy of the ship's current Continuous Synopsis Record (CSR) is submitted there is no need to complete this entry.
- 3 If available.
- 4 Refer to paragraph 27 of the Guidance relating to the implementation of SOLAS chapter XI-2 and of the ISPS Code (MSC/Circ.1132).
- 5 *Ship/port interface* means the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the ship (*SOLAS regulation XI-2/1.1.8*).
- 6 Provide the date.
- 7 *Ship-to-ship activity* means any activity not related to a port facility that involves the transfer of goods or persons from one ship to another (*SOLAS regulation XI-2/1.1.10*).

Information would not normally be required to include records of transfers of pilots or of customs, immigration or security officials nor bunkering, lighting, loading of supplies and unloading of waste by ship within port facilities as these would normally fall within the auspices of the Port Facility Security Plan (PFSP) (*paragraph B/4.38 of the ISPS Code*).

Ascertaining whether these activities fall within the PFSP should form part of the dialogue between the Ship Security Officer and the Port Facility Security Officer. It should be remembered that the physical boundaries of port facilities may not always coincide with the boundaries of the port or harbour authority.

- 8 *Dangerous substances as cargo* means the carriage of substances, materials and articles covered by the IMDG Code and falling under the following classes of dangerous goods irrespective of whether these are carried in bulk or packaged form:

- Class 1: Explosives
- Class 2.1 : Flammable gas
- Class 2.3 : Toxic gases
- Class 3: Flammable liquids
- Class 4.1: Flammable solids, self-reactive substances and desensitized explosives
- Class 5.1: Oxidizing substances
- Class 6.1 : Toxic substances
- Class 6.2: Infectious substances
- Class 7: Radioactive material
- Class 8: Corrosive substances

This information may be extracted from the Dangerous Goods Manifest (IMO FAL Form 7) or the whole Dangerous Goods Manifest may be submitted.

- 9 Other security-related matters include but are not limited to the carriage of stowaways or any persons rescued at sea. When reporting stowaways please see the Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases adopted by the Organization with resolution A.871(20). This resolution provides in the Appendix to the Annex a Stowaway details report which should be completed and forwarded to the extent that is practically possible. When reporting persons rescued at sea please see the guidance provided in paragraph B/4.38.3 of the ISPS Code.
  - 10 Master, Ship Security Officer, Company Security Officer or Agent of the ship at the intended port of arrival.
-